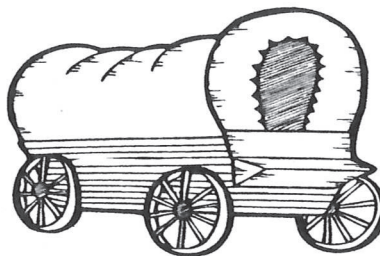


THE TOKEN HUNTER

The official publication of the
National Utah Token Society
(N.U.T.S.)

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JULY 2006
Vol. 26 No. 7



* * THIS MONTH'S * * MEETING



S	M	T	W	T	F	S
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2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

* * MEETING LOCATION *

7:00 pm
Redwood Multipurpose Center
3100 S. Redwood Rd, SLC

* * * * PROGRAM * * *

John Dodge will be speaking on
antique license plates.
Come Join US!!!

* * * * *

DEDICATED TO THE COLLECTING, RECORDING, AND
PRESERVING OF UTAH'S HISTORICAL MEDALS, TOKENS, COINS, AND BOTTLES.

* * * * * PRIZES * * * * *

PROMPTNESS PRIZE:

There is a free drawing for those who come to the meeting on time. Just sign the log book. Also, enter our monthly contest for more prizes, and a really nice grand prize.

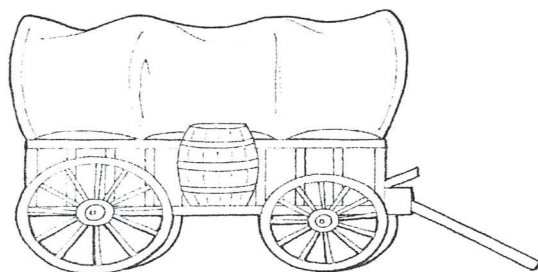
President's Message —

I hope the heat isn't stopping people from going out. We had a nice coin show. I would like to thank everyone for the great support we had.

I was able to get **JOHN DODGE** to speak to us in July. He is well known in the field of antique license plates. I think everyone will enjoy the information. I look forward to seeing you all at the meeting.

Thanks - Don Swain

* * * * * NEXT MONTH'S MEETING * * * * *



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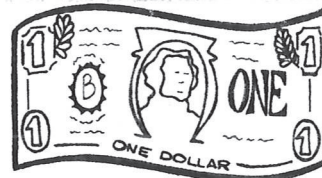


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LAST MEETING

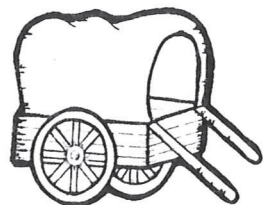
Michael Landon from the LDS Church Historian and Archivist spoke to us. He also told us ways to help get information which could help with our hobby of tokens and metal detecting. We had a great meeting. Our coin and token show was a great success.



JUNE FIND OF THE MONTH

The Winners were:

US Coin -	Eldon Farnsworth
Artifact -	Eldon Farnsworth/Leo Vera Tied
Foreign -	Leo Vera
Button -	Tie between Leo Vera/Boyd Pickering
Token/Medal -	Tie between Leo Vera/ Mary Farnsworth
Non-Metal -	Mary Farnsworth
Jewelry -	Leo Vera
Bottle -	Eldon Farnsworth
Marble -	Mary Farnsworth
Oldest US Coin -	Eldon Farnsworth



THE LINCOLN HIGHWAY IN UTAH

In 1913 a group of businessmen who were involved with the newly developing automobile industry created a plan for a road that would cross the entire width of the United States. These men formed an organization which they called *The Lincoln Highway Association*, and the name of their transcontinental road would be the Lincoln Memorial Highway. The route of the highway would cross twelve centrally located states including the state of Utah.

The Lincoln Highway was established before the national government became involved in roads and highways, and it was promoted and financed primarily by the private sector. It served as the main east-west auto route across the country for about sixteen years, and then lost its identity as an officially recognized highway when the United States Congress created the federal highway system.

Although the old highway was officially replaced it was never entirely forgotten, and during relatively recent years a number of people have begun to give it some belated attention. In 1992 a second Lincoln Highway Association was organized. The major objectives of this new association are the preservation of the existing remnants of the original road and the promotion of the public's awareness of this historic highway.

We will be talking a little bit about the Lincoln Highway within the state of Utah. Our purpose is to describe as closely as possible, the route of the highway, the major changes that were made in the route, and some of the places where the highway can still be found.

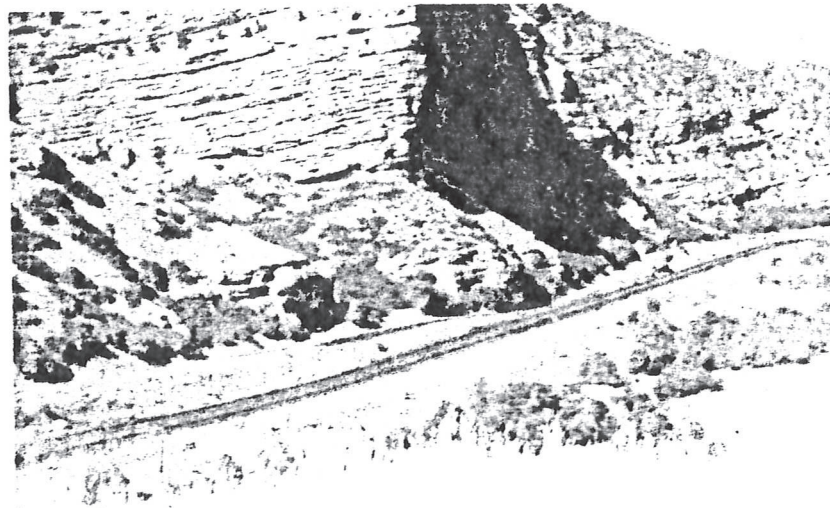
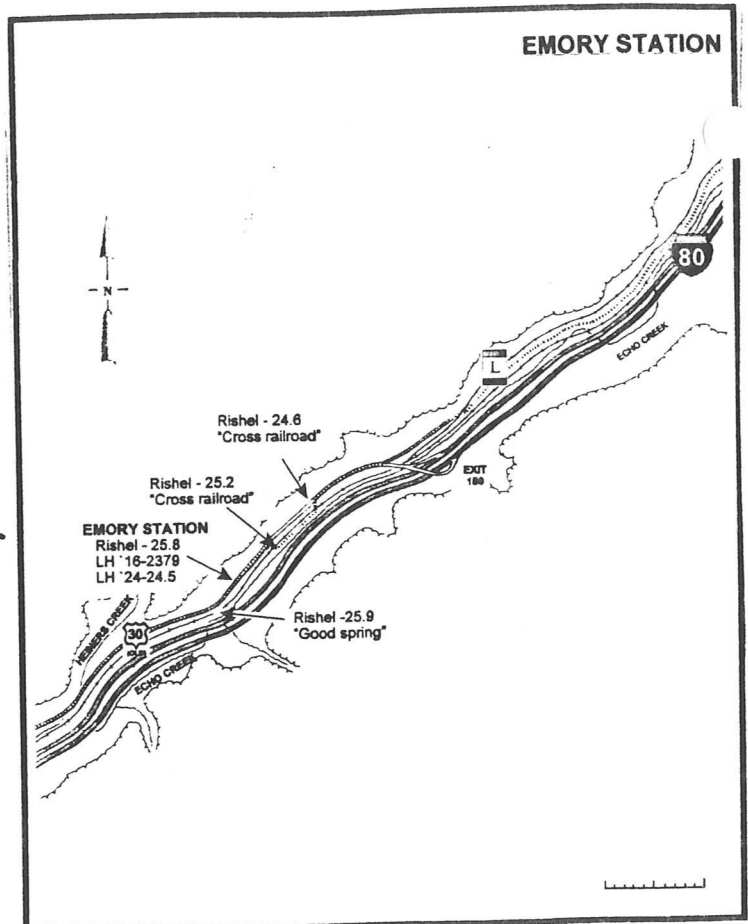
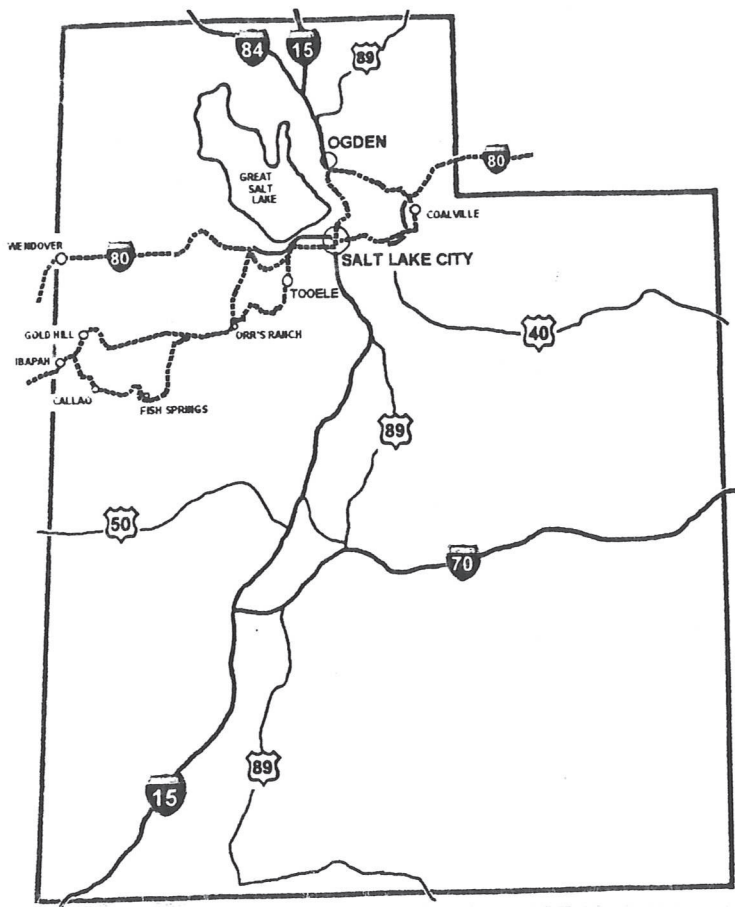
Emory Station

As you continue down the canyon from Castle Rock, the old roadbed can occasionally be seen between the two sets of railroad tracks. But you cannot get to the highway in this area without going past a Union Pacific "No Trespassing" sign and crossing a set of tracks at an unauthorized grade crossing.

When you reach Exit 180 you can leave Interstate 80 and get back onto the route of the Lincoln Highway. This section of the highway was designated as US Highway 30 South for many years and has been maintained as a county road since the construction of I-80. Rishel's 1919 road guide indicates that at about a mile from Exit 180 the original road crossed the railroad and in less than a mile crossed back again. These crossings were eliminated by 1924.

Located about two and a half miles to the southwest of Exit 180 the Emory Railroad Station was used as a checkpoint in all of the old road guides. Today you will find a small grove of pine trees, but the station buildings and the spring have disappeared.

The Routes Of The Lincoln Highway



ECHO CANYON CLIFFS

This photo shows the old Lincoln Highway at the base of the cliffs just across the canyon from the I-80 visitor's center. The darker line is the double-track railroad, the old highway lies between the tracks and the cliffs.

YOUR AD could be here for \$10 per year. Send Ad and payment to:
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NUTS members may have a FREE ad for any one month this year.

**Members wishing to submit an article for the newsletter
may phone or E-mail**

Leara at: 801-967-4910 / learasemail@yahoo.com

Also, please let us know about ANY corrections, additions, etc.

THANKS - in advance!

PLEASE contact Leara if you wish to



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